

SENSATIONS IN
HAYWOOD TRIALProminent Witness for the De-
fense Is to Be Arrested on
the Charge of Perjury.ANOTHER CONFESSES TO
PART IN WARDNER RIOTStates Positively that 'Big Bill'
Davis Did Lead Mob that
Blew Up Mill—Rebuttal to
Be Concluded Tuesday.

By Associated Press.

BOISE, Idaho, July 13.—Sensation followed sensation quickly in the Haywood trial today when the state commenced its rebuttal evidence. One witness went on the stand and confessed to participation in a labor riot resulting in the death of two men, the second degree of a witness for the defense and the proof of another having been sent to an insane asylum upon information of his neighbors was offered, its admissibility argued and the decision of the court will be handed down Monday. Finally shortly after court adjourned for the day, information was sworn to and a warrant for perjury issued in the magistrate's court against Dr. L. L. McGee, a physician of Wallace, Idaho, who was one of the witnesses for the defense in the discrediting of Orchard.

The warrant was placed in the hands of Sheriff Hodgins of Ada county, who at once telegraphed the authorities at McGee's home to make the arrest.

Took Part in Riots

William Dewey, a witness in rebuttal for the state, confessed to active and armed participation in the destruction of the Bunker Hill and Sullivan concentrators at Wardner.

Harry Orchard swore that William F. Davis, known by his fellows as "Big Bill" Davis, led the mob. Davis himself swore to having been elsewhere and positively denied any connection with the crime.

Dewey swore today that not only did "Big Bill" accompany the mob to Wardner, but that he served out the gas, rifles and ammunition to the union men gathered at the Union hall at Burke before they went to Wardner. With eyes downcast and fingers nervously picking around the rim of a gray hat, Dewey told it all. Repeatedly he was requested to raise his voice and with a quick glance at counsel he complied, only to sink back into an almost inaudible tone. Under the prodding of a sneering cross examination by Richardson, he rallied and even became combative, but throughout the trial he gave evidence of certain reticence.

Charges Against McGee

Dr. L. L. McGee, against whom the warrant for perjury was issued, is a wealthy resident of Wallace. In his testimony for the defense he swore that Orchard was in Wallace in August and July, 1904. It was at this time the case claims and Orchard himself says, that he was in Denver planning the Haywood murder. One of the witnesses today swore that Orchard was at hotel in Denver in July of August. McGee was also one of the witnesses who swore that Orchard was at Milligan on the day of the explosion of the Bunker Hill and Sullivan concentrator.

Ten witnesses in rebuttal were examined today. Most were called to dis-

prove statements as to Orchard's movements in North Idaho and to his disposal of his interests in the Hercules mine. One of the most interesting witnesses was August Paulson, who was at one time a partner of Orchard in the Hercules mine. Orchard swore he planned to kidnap Paulson's children and extort a ransom of \$30,000. Paulson was called to show that Orchard disposed of his interest in the mine some time before he left the state. Paulson will be recalled later. Counsel for the state expect to finish their rebuttal by Tuesday evening or Wednesday at the latest.

KEENE'S PETER PAN
WINS BRIGHTON HANDICAP

By Associated Press.

NEW YORK, July 13.—Peter Pan, James R. Keene's colt, won the \$25,000 Brighton Handicap at Brighton Beach today in a drive that brought 35,000 spectators in the stands to their feet yelling like mad.

YOUNG TRAVERS WINS
GOLF CHAMPIONSHIP

By Associated Press.

CLEVELAND, Ohio, July 13.—Playing the same unbeatable golf that characterized his play since the beginning of the tournament, Jerome K. Travers, the 19-year-old golfer of Montclair, N. J., today won the national amateur golf championship from Archie Graham of the North Jersey club.

AMERICANS FEEL
SOME CONFIDENCEBelieve that Their Suggestions
to Peace Conference Will
Be Adopted

By Associated Press.

THE HAGUE, July 13.—Notwithstanding the pessimistic views held in some quarters concerning the peace conference and its work, the members of the American delegation feel confident that some good results will be reached in the exchanges of opinion among the plenipotentiaries of the countries represented. It now appears that all of the American propositions will be satisfactorily received. The question of immunity of private property at sea, although bitterly opposed, will have a considerable majority in the vote next week and this will be a further step toward the adoption of this principle in another conference.

The rule regarding the bombardment of unfortified towns, villages, etc., originally presented by Americans, will be substantially adopted. The suggested collection of contractual debts without the use of force will be supported by all the great powers and the proposals concerning the establishment of a permanent court of arbitration and the prohibition of the use of unnecessarily cruel bullets has been favorably received.

Finally, in a plenary sitting, the United States will present a plan for the permanency of the conference itself as an institution, and the holding of periodic meetings and organization of program.

TO WORK COAL MINES
OF THE PHILIPPINES

By Associated Press.

WASHINGTON, July 13.—Quarter-master General Aleshaire has taken up the project of developing the coal mines of the Philippines for the purpose of establishing a supply of fuel for army transports.

HARRIMAN REPORT
IS MADE PUBLICInterstate Commission Reports
on Findings after Probing
Financial Operations.LEAVES PROSECUTION
UP TO THE PRESIDENTAcquiring of Southern Pacific
Smothered Competition, as
Did Control of Alton—Com-
mission Recommendations.

By Associated Press.

WASHINGTON, July 13.—The report was made public today by the interstate commission of the inquiry into the railroad operations of Harriman and of the operations of the so-called Harriman lines of railway which have been in progress several months.

The report, which was written by Franklin K. Lane, is the unanimous expression of the commission. The report has been transmitted to the president and the department of justice. It is expected by the commission that it will be determined by the president and the attorney general from statements set out in the report whether the government will institute any sort of proceedings against Harriman or the corporations involved in the inquiry. No recommendations were made by the commission as to whether criminal or civil prosecution will be instituted as a result of its inquiry.

The report is an exhaustive summary of the evidence and enters fully into discussion of the policy pursued by Harriman in obtaining and maintaining control of various lines of railway in the Harriman system and present a fairly complete history of the operation of the various lines. Excerpts from the verbatim testimony of Harriman are given to show, as stated in the report, that "it is only the law which prevents the concentrating in Harriman's hands of every railroad line between Canada and Mexico" is the frank admission of Harriman himself, made at the hearing.

Wanted Them All

To gather under one head all existing transcontinental lines or as many as possible, to exclude the incoming of all competitors became manifestly the Harriman policy, which was inaugurated in 1901 by the issuance of \$100,000,000 of convertible bonds by the Union Pacific.

Harriman's eventual control of many competing transcontinental lines was prevented, it is pointed out by the supreme court's decision in the Northern Securities case. It is shown by reports that it has not been the Harriman policy to permit the properties brought under Union Pacific control to decline as in every case they were better today than they were when Harriman acquired them. Particular stress is laid by the commission on the elimination of competition in transcontinental business among Harriman lines and the combination indicates that it is a matter of large significance as developed in the inquiry. Special reference was made to the deal by which Harriman secured control of the San Pedro road and his manipulation of the Chicago & Alton, a very careful synopsis of financial operations in both instances being given.

The commission says concerning the Alton deal, that "it is evident its history is rich in illustrations of various methods of indefensible financing."

In conclusion the commission says:

Report in Part

It may be observed that the bankers who manage Harriman operations appear to be richly rewarded. Testimony shows that Kuhn, Loeb & Co. received 5 per cent, or \$5,000,000 of the \$100,000,000 Union Pacific convertible bonds, one-half of which was retained by them and the other half given to the syndicate to which the bonds were sold. On the 70,000 shares of Southern Pacific which Union Pacific purchased at \$50.61 per share the same banking house received a commission of \$2.50 a share. They received a like commission on the Chicago & Alton stock sold to the Union Pacific at \$85.50 per share. It is significant that a member of this firm refused to disclose the extent of its interest in these securities.

The effect of the control of Southern Pacific by the Union Pacific has been to unify and amalgamate the management of the two railways and their steamship lines and eliminate competition between them in transcontinental business and business to and from oriental ports.

The Union Pacific controls the San Pedro, Los Angeles and Salt Lake railroad, the stock of which is deposited in the hands of a trustee. This line was originally intended as an independent road, extending from Salt Lake, where it connects with the Union Pacific and Denver & Rio Grande, to Los Angeles and San Pedro, Cal. There is, therefore, no competition between this line and the Union and Southern Pacific.

Owns Some of Santa Fe

It appears that the Union Pacific also owns \$10,000,000 par value of the stock of the Santa Fe and \$30,000,000 more is owned by individuals connected with the Union Pacific, making \$40,000,000, or substantially 17 per cent of the entire capital stock of the Santa Fe system. Who owns this stock outside of \$10,000,000 Mr. Harriman declined to state. Two directors of the Union Pacific are also directors of the Santa Fe

and there is now a division of Oriental traffic by the Pacific Mail steamship company and between the Union Pacific and Santa Fe systems. It appears that there has been a division of the fruit traffic between certain California territory and the east, each taking a certain percentage, and north of San Francisco the Union Pacific and Santa Fe have joined and amalgamated their interests on the Northwestern Pacific railroad and that joint control has been inaugurated similar to that of the Alton.

Prior to the acquisition of the Southern Pacific by the Union Pacific, the Denver & Rio Grande system was given equal facilities over the Central Pacific, and thereby formed practically another transcontinental line. Since the amalgamation of Union Pacific and Southern Pacific and the construction of the San Pedro, this line has been denied equal facilities in receipt and transportation business over the Central Pacific and the San Pedro line. Its business, therefore, decreased, and its ability to compete with the Union Pacific and Southern Pacific companies has undoubtedly been eliminated competition between the Alton and Rock Island between Chicago, St. Louis and Kansas City. These are conspicuous illustrations of the development of the theory of "community of interest and harmony of management" which Harriman suggested when he demanded representation upon the board. If the policy of purchasing and controlling stocks in competing lines is permitted to continue it will mean the suppression of competition.

What Commission Recommends

Recommendations:
1. The function of a railroad should be confined to the furnishing of transportation. Railroads should not be permitted to invest generally in stocks, bonds and securities in other railways and steamship companies and present connecting lines for the purpose of forming through rates of transportation, including branches and feeders. It is in the interest of the public to facilitate the consolidation of connecting lines.

The credit of a railroad is founded upon the resources and prosperity of the country through which it runs. Its surplus funds and credit should be used for the betterment of its lines and extensions and branches to develop the country contiguous to it. The testimony taken shows that about 150,000 square miles of territory in the state of Oregon, surrounded by the lines of the Oregon Short Line, Oregon Railroad & Navigation company and the Southern Pacific was not developed while the funds of those companies which could be used for the purpose were being invested in stocks like the New York Central and other lines having only a remote relation to the territory in which the Union Pacific is located.

Railroad securities should be safe and conservative investments for the people. To this end, the risks of the railroad should be reduced to a minimum. Everyone knows that railroad securities fluctuate more or less according to the prosperity of the times, also by reason of the wide speculation in securities. It, therefore, adds in the element of hazard to a railroad's capital and credit to have funds invested in stocks of other companies, thereby endangering its solvency and its ability to pay regular dividends on its own capital stock. It is a serious menace to the financial condition of the country to have large railway systems fail to meet their obligations or to go into the hands of receivers, and the object of legislation and administration should be to lessen the risks of railroad investments.

Smothered Competition

2. It is contrary to public policy, as well as unlawful, for railways to acquire control of parallel and competing lines. This policy is expressed in the federal laws and in the constitutions and laws of nearly every state in the Union.

We have examined the constitutions and laws of all states, and find in about forty of them prohibitions against the consolidation of the capital stock or franchises of competing railways, or the purchase and acquisition by the railway of competing lines. Competition between railways as well as between other industries is the established policy of the nation, and while the acquisition of a small minority of stock of a competing line might decrease the competition, yet the acquisition of any considerable amount of stock, with representation on the board of directors of such railway unquestionably has the effect of diminishing competition and lessening to that extent its effectiveness. As long as it is the policy of the general government and the states to maintain competition between naturally competitive lines, the ownership of any stock by one railway in a competing railway should not be permitted and such lines of railway should be prohibited from having any common directors or officers.

Would Help Public

3. The time has come when some reasonable regulations should be imposed upon the issuance of securities by railways engaged in interstate commerce. We are aware that in the construction of new lines of railways, developing new territory, it has been necessary in many instances to sell railway securities at a low discount and to sell bonds with stock bonuses when in such cases it has many times been difficult to raise the necessary capital. Men will not invest the money and take a risk for small rates of interest. But this principle does not apply to the old established railway systems, having good credit. Such railways should be prevented from inflating securities for merely speculative purposes.

Railroads should be encouraged to extend their systems and develop the country. It is of the utmost importance also, that railway securities should be safe and conservative investments for the public, should yield good and ample returns off of the money invested. Reasonable regulations will tend to make them safer and more secure investments and thereby benefit not only the railroad companies, but the public.

WEEKLY REVIEW
GLOBE DISTRICTPast Month Showed the Great-
est Advance Ever Made in
This Mining District.NEW FURNACE INCREASES
OLD DOMINION OUTPUTGlobe Consolidated Gem Shaft
Passes 800 Mark—Import-
ant Developments at the Su-
perior & Boston.

Mining, interrupted last week by the celebration of the national holiday, is again in full swing throughout Globe district, and ore shipments are again larger. The amount of money disbursed by the mining companies this month was greater than ever before, and mining operations in the district are expected to grow for some time to come. Arrivals of mining supplies of all kinds are very heavy, the Old Dominion alone receiving upwards of sixty cars of freight per day. Conditions are highly favorable for continued activity and prosperous times for Globe district.

The influx of miners into Globe, of which there was a cessation for several weeks, has recommenced and men, principally foreigners, are arriving daily. Several hundred idle miners besiege the offices of the Old Dominion daily and at times the crush is so thick that shifts going on duty are interfered with. The great majority of these men are not miners of much experience.

Old Dominion

The event of the week was the blowing in of the new furnace on Wednesday night. The complete battery of five furnaces is now in successful operation and the daily output of copper is now about 430 bars, an increase of 25 per cent. A large tonnage of ore is being hoisted at the Old Dominion mine and regular shipments are being made from the United Globe, Continental and Keystone group. Construction work and mine development are progressing favorably. No. 5 crosscut on the 14th level is well started and should cut No. 1 sulphide vein within ten days. The double compartment winze is 75 feet below the 14th level and is going down as fast as three shifts can sink it. All the important stopes on the several levels look well and there is a steady increase of ore blocked out.

Globe Consolidated

Excellent progress is being made at both shafts of the Globe Consolidated under the direction of Manager McCarthy. The Gem shaft is now 807 feet deep, having passed the 800 mark Friday afternoon. There is no change in the formation, which is still diorite. The shaft at the Mallory is over 700 feet deep and it is expected that cross-cutting will begin at this shaft in a few weeks.

Superior & Boston

Developments on the property of this company the past week have been important, especially in the Black Oxide mine, the winze from the west drift at a depth of 60 feet having encountered high-grade carbonate ore. The drift is also in shipping ore. Sinking continues in the Great Eastern and Limestone and indications at both the shafts are encouraging.

Arizona Commercial

Regular shipments of ore continue to be made to the Old Dominion, Douglas and Cananea smelters. Development work is going ahead steadily at the Copper Hill and Black Hawk mines. At the latter preparations are being made to sink a three-compartment working shaft. Superintendent H. V. Snell left last week for Duluth, Minn., and Houghton, Mich., on mining business, expecting to be absent two weeks.

Gibson Copper

The Gibson Copper company continues shipping in the vicinity of eighty tons of high grade ore to the Old Dominion smelter daily. Smelter returns for June were the largest by far in the history of the company, which has now sufficient funds to pay for the new three-compartment shaft and for the additional machinery required by the expansion in operations of the company.

Globe-Arizona

This company is shipping about fifteen tons of ore daily to the Old Dominion. Development work is being carried on with good results, the drift on the lower level looking especially well.

Valencia

J. D. Houston recently brought in very fine samples of sulphide ore from this property. The ore, which was taken from the bottom of the 80-foot shaft, goes 20.25 per cent copper, 10 in gold and \$3.50 in silver. The Valencia is a very promising property and the company is preparing for active development work.

BASEBALL SCORES
IN THE BIG LEAGUES

By Associated Press.

American	R.	H.	E.
At Chicago—	7	12	1
Chicago—	6	10	4
Washington—	4	7	1
Batteries—Walsh and McFarland; Graham and Warner.			

At Cleveland—	R.	H.	E.
Cleveland—	8	9	2
Boston—	1	7	3
Batteries—Liebhardt and Clark; Winter and Shaw.			

At Detroit—	R.	H.	E.
Detroit—	7	12	1
New York—	3	13	0
Batteries—Donovan, Eubanks and Schmidt; Kitson, Newton and Thomas.			

At St. Louis—	R.	H.	E.
St. Louis—	1	5	1
Philadelphia—	2	5	2
Ten innings.			
Batteries—Howell, Stevens and Buelow; Waddell, Schrock and Powers.			

National

At Philadelphia—	R.	H.	E.
Chicago—	2	6	0
Philadelphia—	3	10	3
Batteries—Overall and Moran; Pittinger, Richie, Moran and Doan.			

At Boston—	R.	H.	E.
St. Louis—	6	11	0
Boston—	0	8	0
Batteries—Karger and Marshall; Lindaman and Needham.			

Second game—	R.	H.	E.
Boston—	2	4	1
St. Louis—	0	4	1
Batteries—Dorner and Needham; McGlynn and Noonan.			

At Brooklyn—	R.	H.	E.
Brooklyn—	5	12	0
Pittsburg—	0	4	3
Batteries—Stricklett and Berger; Camnitz, Leever and Gibson.			

Second game—	R.	H.	E.
Pittsburg—	1	4	3
Brooklyn—	9	19	1
Batteries—Leifeld and Smith; Rucker and Ritter.			

At New York—	R.	H.	E.
Cincinnati—	0	10	0
New York—	4	10	2
Batteries—Smith, Pitt and Schlei; Matthewson and Bowerman.			

CHARGE STOESEL
WITH COWARDICEIndictments Against Defenders
of Port Arthur Made Public
—Capital Offense

By Associated Press.

ST. PETERSBURG, July 13.—Documents containing the indictments charged against Lieutenant General Stoessel, the defender of Port Arthur; General Vock, who commanded the Fourth Siberian Division at Port Arthur; Major General Reiss, chief of staff to General Stoessel; Lieutenant General Smirnov, who preceded Lieutenant General Stoessel in command of Port Arthur, were made public here today. The officers are being tried by courtmartial on charges of cowardice and treason.

The indictments set forth that Stoessel and Vock deliberately sent false reports of battles that never occurred and they surrendered Port Arthur for loss in spite of the fact that they had on hand ample ammunition for resistance. All crimes with which Stoessel, Reiss and Vock are charged are capital offenses.

COMPANIES FAIL
IN FREIGHT POOLObject Was to Have All Roads
Have on Own Rails Number
of Cars Owned

By Associated Press.

CHICAGO, July 13.—The American railway clearing house, which for eight months has been trying to perfect a pool of all freight cars in the country, is in process of disintegration, according to the Inter-Ocean. The Chicago & Alton railroad, which is one of the strongest advocates of the car pooling scheme, will withdraw from it at once. The Chicago, Milwaukee & St. Paul road has already withdrawn and many big roads in the east and west have determined to abandon the project.

The organization failed in its prime object, to insure each road having on its own rails at all times the number of cars owned by it. It failed to do this because it has no power to penalize roads for disobeying its mandates beyond their imposition of the established rate of rental per day.

The Japs Are Coming
By Associated Press.

HONOLULU, July 13.—The steamer Kumeric sailed today for Vancouver with 1,200 Japanese.

Delegation Is Sore
By Associated Press.

HONOLULU, July 13.—The congressional delegation has expressed indignation because they were not allowed on the naval wharf on the arrival of the transport Sherman. They declare that private individuals were admitted and they were excluded.

Paris Celebrating
By Associated Press.

PARIS, July 13.—Paris is profusely decorated tonight with flags and bunting for the national anniversary tomorrow. Popular merry making began this evening.

PHELAN MAY BE
FRISCO'S MAYORUnderstood that He Will Be the
Choice of the Convention,
Which Meets Tomorrow.LANGDON SAYS HE
WILL HAVE TO FIGHTSchmitz Will Make It Interest-
ing for Former Mayor if He
Consents to Serve—Lang-
don Makes Statement.

By Associated Press.

SAN FRANCISCO, Cal., July 13.—A conference was held today by District Attorney Langdon, Heney and Spreckels on the question of selecting a new mayor. After the meeting Langdon said:

"The prosecution realizes that the responsibility of the mayor has been forced upon us and we have decided to accept such responsibility. While we may not be ready to name a man at Monday's meeting of the supervisors, we will do so within the next few days. We realize this must come to a climax soon and we must act quickly."

"The prosecution will have no trouble in agreeing upon a man for the office, but we expect a difficulty may arise in inducing whatever citizen we may select to accept the office. Things will probably come to a 'showdown' soon with Schmitz, who will doubtless have the police force to support him. The man who assumes the office must understand that he will be obliged to do all the fighting necessary to retain his seat. With the appointment made the prosecution will have finished its fighting in this case."

Notwithstanding the intimation of Langdon that no choice has been made for a successor to Schmitz and Borton, it is generally believed that the mayor-to-be has been agreed upon. It was rumored tonight that Ex-Mayor James D. Phelan is the man, but that it is uncertain whether he will accept the office in its present tangled condition.

COPPER HILL WINS
THE TUG-OF-WARGlobe Team Defeated After
Twenty-one Minutes on the
Cleats at Dreamland

Contrary to all expectations, the Copper Hill tug of war team was victorious over the Globe team at Dreamland last night. Several hundred people saw the match and many who were interested in the game stayed away because they thought it would be easy for the Globe team. Tony Trojanovich, who has more than a local reputation as an anchor man, filled that position for the city team and it was the first time in over eleven years that he had pulled in a regular contest. The miners outweighed the town boys thirty-nine pounds, the latter weighing in at an even 1,000 pounds, and on the average the Copper Hill boys were far superior in strength, Trojanovich being the only real strong man on the team. The big alderman weighed in at 246 pounds. The remainder of the team was composed of three soupbone splitters, one cop and a bronco buster, all of which occupations are strenuous enough, but lack opportunity for training. Officer Floyd Blevins was the only member of the team who has continual practice in pulling. The Copper Hill team was composed of Myers, anchor, Olsen, Stoddard, Stroth, Benson and Gibson. The Globe team comprised Trojanovich, anchor, Moloney, Ryan, Blevins, McKeivitt and Lindley.

Charley Gorenson, foreman at the Copper Hill, acted as referee. A. L. LeDrew was captain of the miners' team and Louis Trojanovich of the city team. The teams were on the cleats just twenty-one minutes. In the start the city team won a cleat and held it for twenty minutes. Then the miners, who had been reserving their strength, dug their toes into the cleats and started to pull the city boys toward them, not stopping until they had the required number of cleats. The miners showed that they had done some training since they were defeated a week ago by the Slavonian team from the Old Dominion mine.

After the contest the floor was cleared for dancing, which was indulged in by a large number. Bergeron's orchestra furnishing the music. There followed some dispute between members of both teams regarding the respective merits of their anchor men, the miners claiming that Myers is a better single-handed man than Trojanovich. Although the latter stated last evening that it was his last appearance on the cleats, he decided to issue a challenge to the Copper Hill man to settle the dispute. The challenge from Mr. Trojanovich states that he will pull against Mr. Myers any night this week, single-handed, Olympia rules to govern, with thirty-six foot rope, for anything from the lemonsides to \$1,000. Myers, although he weighs but 182 pounds, is a powerful man and has an advantage in youth and constant training. If he accepts the challenge the match resulting will certainly be an interesting one.



STEVE ADAMS.

Steve Adams is charged in Harry Orchard's confession with having been one of the latter's accomplices in several crimes which, according to Orchard, were planned by the "inner circle" of the Western Federation of Miners. Orchard has testified that he and Adams were the agents chosen for carrying out the alleged plots against men who were to be put out of the way. Adams made a confession to the authorities, and it is said that he repudiated it later.